



STAFF REPORT

Amending the Neighborhood Traffic Calming Program

August 26, 2003

Honorable Mayor and City Council:

Summary

This report incorporates City Council's recommended changes to the Neighborhood Traffic Calming Program. It is recommended City Council adopt a resolution amending the Neighborhood Traffic Calming Program.

Background

City Council requested City staff to review the Neighborhood Traffic Calming Program and make suggested recommendations to amend the Program based on the City's recent experience and the experience other cities have had. The Council discussed and provided direction to staff to amend the Neighborhood Traffic Calming Program at their July 22nd Council meeting. Staff has incorporated the comments into the Neighborhood Traffic Calming Program and is recommending the changes be adopted by City Council.

The following two definitions have been added to the Neighborhood Traffic Calming Program to help clarify what is being proposed:

- Core Street: The Core Street is the street where the proposed traffic calming devices are proposed or are being installed.
- Affected Area: The Affected Area is the Core Street plus any cul-de-sac that uses the Core Street as its only access and the intersecting streets within 300 feet of the centerline of the Core Street.

The major changes to the program are as follows:

- The minimum speed criteria for installation of traffic calming measures on a Core Street will be based on a Critical speed in excess of 32 mph on local streets and greater than 8 mph over the posted speed on collector streets.
- The acceptable traffic volume along a Core Street will be based upon the total number of trips generated by all the dwelling units along the street and those dwelling units that must travel along the street for access.
- The initial petition must represent two-thirds of the affected households along the Core Street.
- Any survey must represent two-thirds of the respondents representing a minimum of 90 percent of the households in the Affected Area.
- The survey area will be all Affected Area.
- Funding for the trial and permanent installations shall be paid for by the residents through voluntary contributions or a benefit assessment district if City staff is unable to obtain any grant funds.

In addition, City staff removed a number of segments of the original Program that described the process that the City went through establishing the Program or general traffic engineering discussions that are not critical to the Program.

Fiscal Impact

There is no fiscal impact as the result of passing this resolution.

Recommendation

It is recommended City Council adopt a resolution amending the Neighborhood Traffic Calming Program.

Alternatives

1. Refer back to staff for further information.
2. Deny request.

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Attachment

1. Resolution
2. Revised Neighborhood Traffic Calming Program

Respectfully submitted,

Raymond E. Davis III, PE, PTOE
Public Works Director

Jere A. Kersnar
City Manager

RESOLUTION NO. _____

CITY OF BELMONT
San Mateo County, California

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AMENDING
THE NEIGHBORHOOD TRAFFIC CALMING PROGRAM**

WHEREAS, City Council requested City staff to review the Neighborhood Traffic Calming Program and make suggested recommendations to amend the Program based on the City's recent experience and the experience other cities have had; and,

WHEREAS, this staff report incorporates City Council's recommended changes to the Neighborhood Traffic Calming Program; and,

NOW, THEREFORE, IT IS HEREBY RESOLVED, that City Council adopts a resolution amending the Neighborhood Traffic Calming Program.

* * * * *

I hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of Belmont at a regular meeting thereof held on this 26th day of August 2003.

AYES, COUNCILMEMBER(S): _____

NOES, COUNCILMEMBER(S): _____

ABSTAIN, COUNCILMEMBER(S): _____

ABSENT, COUNCILMEMBER(S): _____

Clerk of the City of Belmont

APPROVED:

Mayor of the City of Belmont